



T-5 / T-V

DATA AS OF 2025 (standard replenishment)

T-5 / T-V / product 233



The first straight-running torpedo with a nuclear warhead. The development of the torpedo with a nuclear warhead T-5 was carried out by NII-400 (TsNII Gidropribor, General Designer - A.M. Borushko) starting in October 1953. The Chief Designer (according to TsNII Gidropribor and Kolyadin) was V.A. Kalitayev and, later, G.I. Portnov.

The RDS-9 nuclear charge was developed starting in 1953 in KB-11 of the USSR Ministry of Medium Machine Building (now - VNIIEF) under the general supervision of Yu.B. Khariton. The warhead and automatics were developed by Moscow branch No. 1 of KB-11 (later KB-25, now VNIIA), chief designer N.L. Dukhov. Theoretical development of the charge was conducted by E.I. Zababakhin. M.N. Nechayev, the developer of the charge was B.D. Bondarenko. Design development was conducted by department No. 43 of V.F. Grechishnikov, later by departments of D.A. Fishman and L.A. Yesin. Gas-dynamic development was conducted under the supervision of V.K. Bobolev. Before testing, the charge and warhead underwent a cycle of gas-dynamic tests. In 1955, the development was transferred to the newly formed KB-25 (now VNIIA) under the supervision of N.L. Dukhov.

In December 1954, the 6th Directorate of the USSR Navy, based on the fact that the T-5 torpedo would be used by submarines of Project 613, 611 and SSNs of Project 627, determined the need for 80 units of ammunition. On July 18, 1956, the Commander-in-Chief of the Navy signed an order to create nuclear weapons bases in the fleets. The

first test of the RDS-9 charge was conducted at the Semipalatinsk test site on October 19, 1954 (see [Chronicle of Nuclear Tests](#)) - the test did not take place - the explosion of the initiating explosive did not cause a fission reaction of nuclear materials (for the first time in the history of domestic nuclear tests). The first successful explosion of the RDS-9 charge was performed there on July 29, 1955.

According to the Resolution of the Council of Ministers of the USSR dated April 13, 1955, a test of the nuclear combat charge compartment (BZO) of the T-5 torpedo was conducted at the Novaya Zemlya test site on September 21, 1955 (depth 12 m, BZO was lowered from the minesweeper of Project 253L).

During 1955-1956, sea trials of the T-5 torpedoes were conducted. The first part of the tests, including the check of the automation, took place on Lake Issyk-Kul. The second part of the tests took place on Lake Ladoga. During the sea trials on Lake Ladoga in inert equipment, in 4 shots out of 15, when passing about half the distance, the torpedo made a "bag", the hydrostatic switch was triggered prematurely, which is equivalent to issuing a command to detonate. It was also a problem to ensure the temperature regime of the special warhead - from +5 to +25 degrees C. in unheated torpedo tubes.



Torpedo T-5/53-58 in the VNIIEF museum in Sarov - former Arzamas-16 (<http://www.atrinaflot.narod.ru>).

Author: [DIMMI](#)

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T-15

DATA FOR 2011 (in progress)

T-15



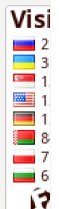
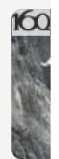
Straight-running torpedo with a thermonuclear charge. Since 1949, the possibility of striking coastal targets in the United States with torpedoes with nuclear warheads was studied. On September 9, 1952, the USSR Council of Ministers adopted the Resolution "On the design and construction of object 627" with

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the T-15 torpedo for strikes against coastal targets. The development of nuclear charges was carried out by the USSR Ministry of Medium Machine Building with the involvement of the Research Institute-400 of the USSR Ministry of Shipbuilding Industry, but without coordination with the USSR Navy. The pre-draft design of the first submarine in the USSR, Project 627, was completed by March 1953. By May 1954, the draft and technical designs of the submarine Project 627 were completed. In July 1954, the technical design of the torpedo was completed and specialists from the USSR Navy were involved in the work for the first time. The conclusion of the Navy specialists was negative. The shortcomings of the thermonuclear charges of that time were noted, low speed, noise of the torpedo and the problematic launch of such a large torpedo. Work on the T-15 torpedo was probably stopped in 1955-1957.

In 1961, the idea of the T-15 torpedo was revived at the suggestion of A.D. Sakharov - the torpedo was supposed to be used as a means of delivering especially powerful 100 or more megaton thermonuclear charges.

Author: [DIMMI](#)

Created: 23.02.2011 20:32:11

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TEST-71 / TEST-71M

DATA AS OF 2023 (standard replenishment)
TEST-71 / "Dolphin-2" / product 282
TEST-71M / TEST-71ME / product 2517
TEST-71MK / TEST-71MKE / product 2517
TEST-71ME-NK / product 2517
★★★★

Anti-submarine remote-controlled electric homing torpedo. Developed by TsNII-173 (TsNIIAG) and TsNII Gidropribor in the course of work on the Delfin-2 R&D project. Chief designers - Z.M.Persits and M.P.Baluev, according to some sources - V.A.Golubkov. The task of the research was to install a remote control system on SET-65 homing torpedoes to control the torpedo in two planes. The operator on board the submarine, depending on the tactical situation, could prohibit the torpedo's homing or retarget it. The electric power plant provided the torpedo's movement in two modes - search (at a speed of 24 knots) and approach mode (40 knots) with multiple mode switching. The maximum range (depending on the prevailing speed) was within 15-20 km. The depth of search and destruction of the target was 2-400 m. In terms of stealth of use, the TEST-71 torpedo significantly surpassed the American Mk.48 torpedo with a piston engine, although the latter, with a comparable range, had a slightly higher speed (50 knots).

Tests of the "Dolphin-2" complex were conducted in the Baltic and on Lake Ladoga.

The torpedo and telecontrol system "Dolphin-2" were accepted into service under the names TEST-71 and KTU-71 in 1971. Later it was modernized into TEST-71M. The modification TEST-71ME-NK is universal in terms of carriers and targets.



Torpedo TEST-71M at the IMDS-2005 marine salon exhibition, St. Petersburg, 2005 (<http://paralay.iboards.ru>).

Author: [DIMMI](#)

Created: 14.02.2011 12:38:22

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VTT-1 Swift

DATA AS OF 2023 (standard replenishment)
VTT-1 / T-67 "Strizh" / product 295
★★★★

A small helicopter-mounted remote-controlled anti-submarine torpedo. Developed by the design bureau of the Dagdizel plant based on the AT-1 aircraft torpedo with a remote control system installed on it. The torpedo was launched from a helicopter hovering over the water at an altitude of 10-15 m. The torpedo was created and tested in 1967 (according to the Central Research Institute Gidropribor) and accepted into service in 1970.

The torpedo was manufactured by the Dagdizel plant (Kaspiysk, Dagestan) until 1978; a total of 73 torpedoes were produced.



Use of the VTT-1 torpedo from the Ka-25PLS anti-submarine helicopter (aviaru.rf).

Author: [DIMMI](#)

Created: 18.01.2009 00:30:18

Comments: [1](#)

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APR-3 Oryol

DATA AS OF 2011 (standard replenishment)

APR-3 "Orel" / "Orel-M" / product 473

APR-3E "Orel-M"

APR-3M / APR-3ME "Orel-M"

★★★

Air-launched anti-submarine rocket torpedo. Developed by a cooperation of enterprises headed by NIIPGM (later renamed to GNPP "Region", now part of the Tactical Missile Armament Corporation) on the basis of and in parallel with the APR-2 torpedo. Chief Designer - M. Lisichko. Development began in 1969. During the development process, the project was repeatedly adjusted and eventually entered State testing as the "Orel-M". Development of the torpedo was completed in 1990. The APR-3 "Orel-M" torpedo was accepted into service in 1991 (in 1990 according to other data).



APR-3EUD torpedo on display at the IMDS-2003 exhibition, St. Petersburg (photo by A.V. Karpenko, "Nevsky Bastion").

Author: [DIMMI](#)

Created: 16.02.2011 21:34:17

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VA-111 Shkval M-5

DATA AS OF 2016 (standard replenishment)
VA-111 "Shkval" complex, M-4/M-5 torpedoes



Supercavitating jet straight-running torpedo. Developer - GNPP "Region" (as of 2012, part of the "Tactical Missiles Corporation").

Prehistory . Research of jet torpedoes with movement in the developed cavitation mode was conducted by the hydrodynamic laboratory of TsAGI on Lake Ladoga on the topics "Belka" and "Kolonok". In 1956, towing of experimental shells was carried out on a cable car, and in 1957, the behavior of the shells was studied in free movement. Stable movement of shells was observed at a distance of 500-600 m. In the second half of the 1950s, the development of a jet cavitating torpedo RKT-45 of 450 mm caliber was assigned to equip torpedo boats. On the topic of RKT-45, an underwater shell with was created at the Research Institute-1 of the USSR Ministry of Agriculture under the leadership of N.P. Mazurov. Solid propellant rocket motor and a disk-cavitator in the warhead. The product was tested on the cableway on Lake Issyk-Kul. At the same time, work was underway to combine the solid propellant rocket motor and the homing system (SSN), chief designer A.V. Minaev. The experimental product was manufactured using RAT-52 rocket torpedo units , launches in the Feodosia area showed the noise (sound pressure) of the solid propellant rocket motor at the level of 0.1-0.2 bar.

In NII-24 (now GNPP "Region") in the second half of the 1950s, they also tried to create a solid propellant rocket motor, but eventually settled on a solid propellant rocket motor with hydroreactive fuel based on SN-1 solid fuel (highly metallized fuel based on magnesium) for a solid propellant ramjet. Hydroreactive fuel was created with the participation of the Research Institute of Applied Chemistry (NIIPKh) - variants of pellets with diameters of 40, 140 and 196 mm were manufactured.

There is also an opinion that one of the reasons for the development of the Shkval rocket torpedo was disinformation about tests in the USA of an experimental rocket torpedo with an underwater speed of 200-300 knots.

The development of the Shkval rocket torpedo began according to the Resolution of the USSR Council of Ministers No. 111-463 of October 13, 1960 (on the development of the Shkval high-speed underwater missile with a speed of 100 m/s). The torpedo was designed by NII-24 (later NIIPGM, now GNPP Region), the chief designer of the complex was I.L. Merkulov (later - from 1967 to 1979 - former deputy general designer of SKB-385 V.R. Serov, and later - E.D. Rakov). Scientific management of the development was initially carried out at TsAGI by Corresponding Member of the USSR Academy of Sciences G.V. Logvinovich. The preliminary design of the torpedo was approved in 1963.



The M-5 rocket torpedo of the VA-111 Shkval complex at the IMDS-2007 exhibition, St. Petersburg, 30.06.2007 (photo by One half 3544, <http://ru.wikipedia.org>).

SAET-60 / SAET-60M

DATA AS OF 2016 (standard replenishment)

SAET-60 / DEST / product 228

SAET-60M / product 228

SAET-60A / DEST-2 / product 228

SAET-60ME / product 228



Anti-ship homing acoustic electric torpedo / long-range electric homing torpedo (DEST). The torpedo was developed by the Special Design Bureau of the Dvigatel plant jointly with the Research Institute-400 (Central Research Institute Gidropribor), chief designer - P.V. Matveyev. The development was carried out at least since 1957, the torpedo was accepted into service in February 1960. The SAET-60M modification was accepted into service in 1969. Serial production was carried out at the Dagdizel plant (Kaspiysk, Dagestan).



Torpedo SAET-60A. Museum of the Central Research Institute "Gidropribor", 2010 (photo by V. Zamyatin and E. Erokhin, <http://www.missiles.ru>).

Author: DIMMI

Created: 15,02,2011 23:22:21

Comments: 2[READ THE FULL ARTICLE >](#)SET-40 / SET-40U

DATA AS OF 2011 (standard replenishment)

SET-40 / MGT-2 / product 241

SET-40U / product 241

SET-40UL "Lotsman" / product 241

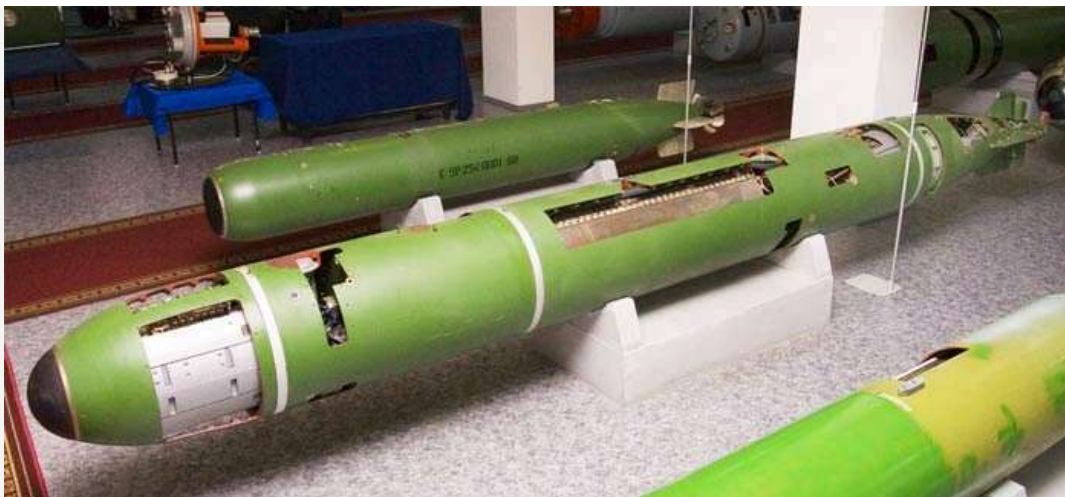
SET-40UE / product 241



Anti-submarine homing electric torpedo / universal torpedo (according to TsNII Gidropribor). The torpedo was developed at NII-400 (TsNII Gidropribor) taking into account the experience of creating the SET-53 and MGT-1 torpedoes . Chief Designer - V.I. Senderikhin. The torpedo was the first in the USSR to use an active-passive acoustic homing system (SSN). The preliminary design of individual units of the motion control system began in 1959. Testing of the torpedo began on Lake Ladoga in 1961. The torpedo was accepted into service in 1962. Serial production was carried out at the Dagdizel plant (Kaspiysk, Dagestan).



Torpedo SET-40 on display at the Black Sea Fleet Museum, Sevastopol (photo by A. Brichevsky, <http://flot.sevastopol.info>).



Torpedo SET-40U with Sapphire homing system. Museum of the Central Research Institute Gidropribor, 2010 (photo by V. Zamyatin and E. Erokhin, <http://www.missiles.ru>).



Sample of torpedo SET-40 at the Baltic Fleet Museum, 2013 (photo by I. Korotchenko, <http://i-korotchenko.livejournal.com>).

Author: [DIMMI](#)

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RAT-52

DATA AS OF 2011 (standard replenishment)

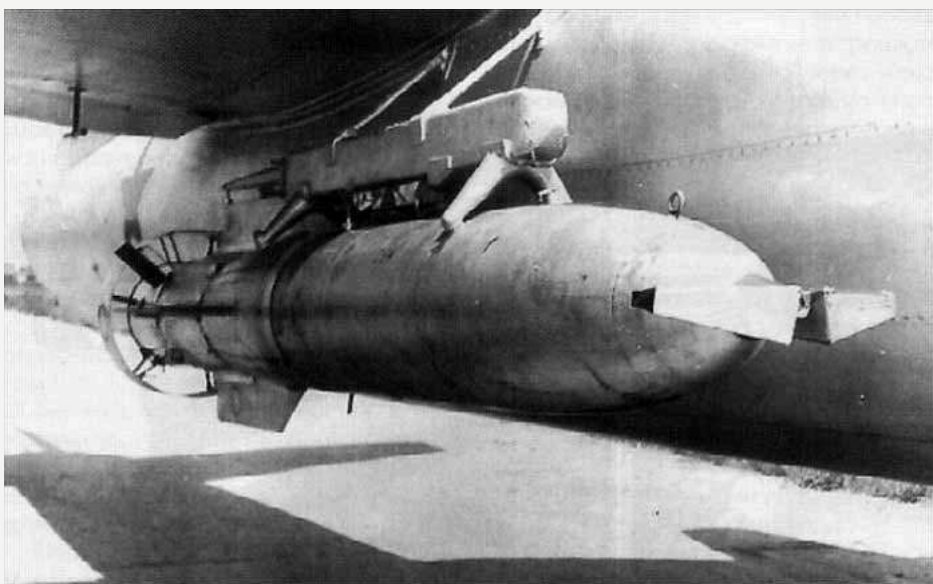
RAT-52
RAT-52M

★★★

Aircraft anti-ship high-altitude straight-running rocket torpedo. Development was started by the Resolution of the Council of Ministers of the USSR at the Research Institute-1 of the USSR Ministry of Agriculture and Machine Building in 1947. The prototype of the rocket torpedo was the RT-45 underwater rocket . After the development team was transferred to the Research Institute-2 of the USSR Ministry of Aviation Industry, the design of the torpedo was continued there under the D-44/A-2 theme. Chief Designer - G.Ya.Dillon, Deputy - V.P.Golikov (since 1958, after the death of G.Ya.Dillon, he was appointed Chief Designer). Sea trials of the experimental batch of RAT-52 torpedoes began in 1947. Several Tu-2T torpedo bombers adapted for the use of jet-propelled torpedoes with a suspension under the center section were produced for the tests by order of the USSR Ministry of Aviation Industry No. 782 of 14.12.1946. The experimental batch of RAT-52 torpedoes was produced by Plant No. 500 of the USSR Ministry of Aviation Industry (Moscow) in 1949-1950. The first torpedo launches from the Tu-2T were made in 1949. After that, the production of pre-production batches and serial production of RAT-52 torpedoes was transferred to Plant No. 466 "Krasny Oktyabr" (Leningrad). The RAT-52 torpedoes were equipped and factory tested at the plant's branches in Feodosia (Crimea) and Lisiy Nos (Leningrad Region). Factory tests were completed in 1950. State tests of the RAT-52 were conducted in 1952. The rocket torpedo was accepted into service on February 4, 1953. In 1953, the torpedo entered service with the Il-28T and Tu-14T torpedo bombers .



RAT-52 rocket torpedo suspension on Il-28T. 759th Torpedo Aviation Regiment, Khabarovo airfield, 19.05.1970 (photo - G.S. Shutov, <http://www.bellabs.ru/Fotab/>).



RAT-52 torpedo on the suspension unit under the Il-28T (Artemyev A. Wings over the sea. // Aviation and Cosmonautics. No. 10 / 2006).

Author: [DIMMI](#)

Created: 18.01.2009 00:02:16

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APR-2 Hawk

DATA AS OF 2011 (standard replenishment)

APR-2 "Yastreb" / "Yastreb-M"

APR-2E "Yastreb-E"

★★★

Aircraft anti-submarine rocket torpedo. Developed by a cooperation of enterprises headed by GNPP "Region" (NII, Tomsk NIIEM, Leningrad Research Institute "Poisk", Design Bureau of the Petrovsky Plant, Perm NPO named after Kirov, Moscow Research Institute "Kvant") on the basis of [APR-1](#). Chief Designer M. Lisichko. Sea trials of the torpedo began in 1969. State trials of the torpedo with the "Yastreb-M" control system were completed in 1976. In the same year, the torpedo under the name APR-2 was accepted into service. The first mention of the APR-2 in the press - 1992.



APR-2 torpedo at the military equipment exhibition at Knevichi airfield, Far East, April 9, 2012 (<http://quick-spinch.livejournal.com> , <http://bulat-dragon.livejournal.com>).



APR-2 air-launched anti-submarine missile (<http://www.airwar.ru>).



APR-2 "Yastreb-M" air-launched rocket torpedo. Elizovo airfield, Kamchatka, Air Force Day, August 15, 2010 (photo by A.A. Piragis, <http://www.fotopetropavlovsk.ru>)

Author: [DIMMI](#)

Created: 18.01.2009 00:39:26

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MG-74 Corundum

DATA AS OF 2013 (standard replenishment)

MG-74 / MG-74E "Korund-2"

MG-74M / MG-74ME "Korund-2M"

★★★

Self-propelled multipurpose hydroacoustic countermeasure device. Probably developed by the Central Research Institute "Gidropribor" and accepted into service in 1974. The devices were serially produced by the Dvigatel Plant (Leningrad, now St. Petersburg). In its external contours, main components, power plant, motion control system, auxiliary systems and devices, and elements of docking with the torpedo tube, the device is similar to an electric torpedo.

Purpose of the device:

- suppression of receiving paths of hydroacoustic means of anti-submarine forces;
- suppression of torpedo homing systems;
- distraction of anti-submarine forces in false directions;
- diverting homing torpedoes from submarines.

In suppression mode, the devices emit powerful hydroacoustic interference; in trap mode, they imitate running noises and submarine echo signals, maneuvering according to a program corresponding to the submarine's behavior when evading anti-submarine forces and homing torpedoes.



Hydroacoustic countermeasure device MG-74 (<http://www.kremalera.narod.ru>).



Schematic diagram of the hydroacoustic countermeasure device MG-74ME (<http://milparade.com>).

Author: [DIMMI](#)

Created: 06.11.2011 20:25:12

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UMGT-1 / AT-3 Orlan

DATA AS OF 2011 (standard replenishment)

UMGT-1 "Waterfall"

UMGT-1 "Orlan" / AT-3 / product 297

UMGT-1 "Wind"

UMGT-1 "Rastrub-B"

UMGT-1 "Dukat-2"

UMGT-1M / UMG-1ME



Universal small-sized anti-submarine torpedo, homing. Developed by NPO Uran of the USSR Ministry of Shipbuilding Industry (TsNII Gidropribor) under the supervision of Chief Designer V.A. Levin. Torpedo tests were conducted on the submarine of Project 690 BRAVO. Adopted into service in 1981 as a warhead of the RPK-6 Vodopad anti-submarine missile system. Later, modifications of the torpedo were adopted for use in other missile systems, as well as for anti-submarine aviation. The torpedo is designed to destroy submarines in any position, transports and other unarmored ships. The UMG-1M modification was created by TsNII Gidropribor after 1991.



UMGT-1 torpedo, equipment exhibition at Knevichi airfield, Far East, April 9, 2012 (<http://quick-spinch.livejournal.com>).



Il-38 and UMG-1 torpedo. Elizovo airfield, Kamchatka, Air Fleet Day, August 15, 2010 (photo by A.A. Piragis, <http://www.fotopetropavlovsk.ru>)

UMGST-1 torpedo (<http://forums.airbase.ru>).

UMGST-1ME torpedo (Proshkin S., Marinin V. Russian torpedo weapons. // Military parade. No. 3 / 1997).

Author: [DIMMI](#)

Created: 18.01.2009 00:33:06

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UGST / UGST-M

DATA AS OF 2012 (standard replenishment)**UGST / "Fizik-1" / product 2534****UGST-M**

★★★★

Universal deep-sea homing torpedo. Development of the torpedo was started on the topic of the UGST "Fizik" R&D project in 1986 at the Morteplotekhnika Research Institute (St. Petersburg), the torpedo homing system was developed by GNPP "Region", an alternative version of the homing system was developed by TsNII "Gidropribor". The torpedo is designed to destroy surface ships and submarines (universal). The APD engine developed by the Morteplotekhnika Research Institute was tested in 1995. The torpedo was accepted into service with the Russian Navy in 2002 and as of 2003 is offered for export. The torpedo was first demonstrated in 2003 at the MVMS-2003 maritime show in St. Petersburg. By default, these torpedoes are UGST for Russian standard torpedo tubes. Serial production of UGST torpedoes as of 2008 was carried out at the Dagdizel plant (Kaspiysk, Dagestan).

UGST torpedo at one of the military equipment exhibitions in St. Petersburg (<http://www.oborona.ru>).Author: [DIMMI](#)

Created: 14.02.2011 20:32:42

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USET-80 / USET-80K

DATA AS OF 2012 (standard replenishment)**USET-80 "Tamga" / UST-A / product 2503****USET-80-05 "Vetla" / product 2503****USET-80 "Getit" / product 2503****USET-80K "Keramika"****USET-80KM**

★★★★

Universal homing electric torpedo. The torpedo was developed by the Gidropribor Research Institute as the final result of search work on the UST torpedo competition announced by the Navy in 1964 and completed in 1975. Chief Designer - A.V. Sergeev. After lengthy design and testing, the UST-A Tamga torpedo was accepted into service with the USSR Navy under the designation USET-80 in 1980. After its acceptance into service, the Navy encountered a large number of misses in the Northern Fleet during practical firings. In the conditions of the deep-water ranges of the Black Sea, the Vodopad homing system ensured the response radius for non-evading submarines specified in the technical specifications, but during tests in real combat conditions, including at shallow depths of the Northern Fleet, the results were unsatisfactory. In 1988, the USET-80 torpedoes were equipped with an upgraded Keramika homing system, and the torpedo was accepted into service under the designation USET-80K in 1989. Serial production of the USET-80 torpedoes was carried out at the Dagdizel plant (Kaspiysk, Dagestan).



Torpedo USET-80, cutaway model (Proshkin S., Marinin V. Russian torpedo weapons. // Military parade. No. 3 / 1997).

Author: [DIMMI](#)

Created: 14.02.2011 20:26:50

Comments: [15](#)[READ THE FULL ARTICLE >](#)

53-65 / 53-65A

DATA AS OF 2011 (standard replenishment)**53-65 / SST / B-1-51****53-65M / product 266****53-65MA / 53-65A / SST-2 / product 234**

★★★★

Anti-ship torpedo. Developed by the Lomonosov branch of the Research Institute-400 (later renamed the Research Institute "Morpeplotekhnika") on the basis of the [53-61](#) torpedo under the R&D topic B-1-51. Chief Designer - D.A. Kokryakov - was awarded the USSR Lenin Prize in 1964 for the creation of the torpedo. Development of control devices for the SST torpedo began in 1958. Testing of an experimental batch of SST torpedoes began on Lake Issyk-Kul in 1961. State tests of the SST torpedo were completed in 1965; in the same year, it was accepted into service under the name 53-65.

In 1969, the Lomonosov branch of the Research Institute-400 released a modernized version 53-65M, and in the same year, a version [53-65K](#) with an oxygen thermal engine was released. The 53-65K torpedo was developed on an initiative basis by the Design Bureau of the S.M. Kirov Plant (Alma-Ata) without technical specifications, R&D, and design work using serially produced units and parts of other torpedoes.

In 1967, the Lomonosov branch of the Research Institute-400 began developing the SST-2/53-65MA/53-65A torpedo for the Project 705 submarine with an automatic torpedo firing system based on the 53-65 torpedo. A new homing system was installed on the torpedo and the engine was modernized; the torpedoes were equipped with an electric firing data input system. At the suggestion of the S.M. Kirov Plant Experimental Design Bureau, a practical torpedo compartment with an inflatable elastic container was introduced instead of an extendable one. Testing of the SST-2 torpedo began in 1968 and continued in 1969 on Lake Issyk-Kul. Tests of the 53-65MA/SST-2 torpedo were completed in December 1969. The 53-65A torpedo for the Project 705 submarine was accepted into service in 1973 and was mass-produced at the S.M.Kirov Plant (Alma-Ata). By default, the data for the 53-65 torpedo.

Torpedo 53-65MA (<http://www.kremalera.narod.ru>).Author: [DIMMI](#)

Created: 23.02.2011 08:52:42

Comments: [1](#)[READ THE FULL ARTICLE >](#)

53-65K

DATA AS OF 2011 (standard replenishment)**53-65K / product 243****53-65KE / product 243**

★★★★

Anti-ship torpedo. A version of the [53-65](#) torpedo with an oxygen thermal engine using serial components and solutions from the 53-56, 53-57, 53-58, 53-56VA and 53-61 torpedoes. It was developed on an initiative basis by the Design Bureau of the S.M. Kirov Machine-Building Plant (Alma-Ata) by decision of the plant director P.Kh. Without technical specifications, R&D and development. Chief Designer - at the draft design stage - K.V. Selikhov, later - D.S. Ginzburg (in some sources - Ginzburg), Deputy Chief Designer - E.M. Barybin. The experimental torpedo was fired at Lake Issyk-Kul and in the Black Sea. The author's certificate for torpedo No. 33583 was issued on April 22, 1966. In 1967, tests of the torpedo with an optical homing system were conducted, which turned out to be inoperative. It was officially accepted into service in 1969. The first serial batch of 100 torpedoes was produced by the plant in 1970 and sent to the fleet. In 1970-1971, during the operation of torpedoes in Vladivostok, due to a design flaw, a torpedo exploded with casualties. The deficiencies were corrected and in 1972 serial production was resumed. The torpedo was distinguished by its simple design and low cost with acceptable performance characteristics and was widely used in the USSR Navy.



Loading of the 53-65K torpedo onto the B-871 Alrosa submarine, [project 877V KILQ](http://alrosa.net) (<http://alrosa.net>).



Loading of the 53-65KE torpedo onto the submarine, [project 877EKM KILQ](http://cnair.top81.cn), of the Chinese Navy (<http://cnair.top81.cn>).

Author: [DIMMI](#)

Created: 14.02.2011 22:39:59

Comments: [2](#)

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SET-65

DATA AS OF 2011 (standard replenishment)

SET-65 / "Enot-2" / product 260

SET-65III / product 260

SET-65A / "Enot-3" / product 269

SET-65E / product 260 **SET-65K** / product 260 **SET-65KE** / product 2517 Anti-submarine homing electric torpedo. Resolution of the USSR Council of Ministers No. 111-463 on the creation of new models of anti-submarine weapons was issued on 13 October 1960. The torpedo was developed at the Central Research Institute "Gidropribor" to counter new nuclear submarines at great depths. Chief Designer - V.A. Golubkov. The torpedo was accepted into service in 1965. The SET-65III modification was accepted into service in 1972. The project name "Enot-2" is mentioned in Western sources.

★★★★



One of the first samples of the SET-65A torpedo with the homing system designed by I.B. Podrazhansky. Museum of the Central Research Institute "Gidropribor", 2010 (photo by V. Zamyatin and E. Erokhin, <http://www.missiles.ru>). A version of the SET-65 torpedo with the homing system designed by Yu.B. Naumov. Museum "Vladivostok Fortress", Vladivostok (photo by kyk48, <http://fotki.yandex.ru>). The SET-65 torpedo with the "Sapphire" homing system before loading onto the submarine "Alrosa" of project 877V, Sevastopol, 2008 (<http://www.alrosa.net>). Torpedo SET-65K or another modification of the torpedo SET-65 with the "Ceramics" SSN (Rogozhnikov K., Kuzmitsky M. Graduates of the Faculty of Marine Instrumentation - creators of torpedoes. // For shipyard personnel. No. 9 / 2002).



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MG-104

DATA AS OF 2011 (standard replenishment)

MG-104

★★★

Self-propelled hydroacoustic countermeasure device. Developed by the Central Research Institute "Gidropribor", chief designer - R.A. Lukin. Adopted by the Navy submarines in 1987. The device is designed to protect against enemy torpedoes as a false target. The device is placed outside the submarine hull in a unified overboard launcher (UZPU)...



Device MG-104. Museum of the Central Research Institute "Gidropribor", 2010 (photo by V. Zamyatin and E. Erokhin, <http://www.missiles.ru>).

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UETT / TE-2

DATA AS OF 2011 (standard replenishment)

UETT / **TE -2** / product 2562

TE-2-01

TE-2-02 / product 2556

TE-2-03

★★★

Export universal remote-controlled homing electric torpedo. Developed by TsNII Gidropribor based on the experimental UETT torpedo - a universal electric remote-controlled torpedo manufactured in 1987 was created as an export version of the [USET-80KM](#) torpedo with a remote control system. In the period from 1990 to 2002, TsNII Gidropribor carried out work on the development of the UETT torpedo under a contract with China - work completed - the torpedo has been developed, the products and necessary documentation have been delivered to the customer. According to 2009 data, development of a torpedo for the submarine project [677 LADA](#) under the name TE-2 began in the 1990s. The TE-2 torpedo is designed to destroy submarines, surface ships and stationary sea objects. Serial production of the torpedoes is expected at the Dvigatel plant (St. Petersburg). Tests (MVI) of the TE-2-02 torpedoes were to take place in 2007. It is offered for export as of 2009 and earlier. In some sources, the torpedo has the erroneously assigned code "Igrushka".



Cutaway model of the UETT torpedo, manufactured in 1987. Museum of the Central Research Institute "Gidropribor", 2010 (photo by V. Zamyatin and E. Erokhin, <http://www.missiles.ru>).



The TE-2 torpedo in the TE-2-01 version at the arms exhibition of the IMDS-2009 maritime show in St. Petersburg (photo - ABL22, <http://military.tomsk.ru/forum>).

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SAET-50

DATA AS OF 2011 (standard replenishment)

SAET / SAET-2

SAET-50 / product 583

SAET-50M / product 583

★★★

Anti-ship homing acoustic electric torpedo. Work on copying the German homing torpedo T-5 (1943) began in 1945 at NII-400 (now the Central Research Institute Gidropribor) under the supervision of N.N. Shamrin with the participation of specialists from NIMTI (Scientific Research Mine and Torpedo Institute) and the Special Design Bureau of the Dvigatel plant. The ET-80 electric torpedo (1942) was chosen as the carrier, on which the copied homing system (SSN) was installed - product code - SAET. In 1946, in the Caspian Sea near Makhachkala, comparative tests were conducted between a batch of SAET torpedoes manufactured by the Dvigatel plant (Leningrad) and captured German T-Vs. A total of 117 shots were fired, including 41 shots at moving ships. The tests established that the SAET torpedo was not inferior to the German T-V torpedo. After the start of serial production of the new ET-46 electric torpedoes, the SAET torpedo was redesigned for this carrier and named SAET-2. Leading designers for general design were A.V. Kossov and A.G. Belyakov.

Factory tests of the SAET-2 torpedoes were conducted from March to August 1949 near Feodosia. During the tests, 218 shots were fired, including 107 at ships. State tests of the SAET-2 torpedo were conducted there from December 1949 to April 1950. During the state tests, 76 shots were fired, including 47 shots at ships, 2 shots with a standard warhead. To check the accuracy of the torpedo's guidance to ships, 30 night tests were conducted with lighting devices on the torpedo. In all shots, the torpedo passed under the bottom of the ship in the area of the propellers. In total, 430 shots were fired with the SAET-2 torpedoes during the tests, including 195 at moving ships.



The Chinese analogue of the SAET-50 torpedo is the Yu-4 torpedo (<http://www.sinodefenceforum.com>).



The SAET-50 torpedo in the Submarine Fleet Museum in Balaklava (<http://nvs.rpf.ru/nvs/forum>).

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